

Message Text

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15

ACTION EA-14

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AMEMBASSY OTTAWA

CINCPAC

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CINCPAC FOR POLAD

E.O. 11652: N/A

TAGS: PINT, CH

SUBJECT: ARRIVAL OF TRUDEAU IN PEKING

1. PRIME MINISTER TRUDEAU ARRIVED IN PEKING ON SCHEDULE AND WAS MET AT THE AIRPORT BY CHOU EN-LAI, LI HSIEN-NIEN, TENG HSIAO-PING AND WU TE. HIS MOTRCAD E TOOK THE TRADITIONAL ROUTE PAST WELCOMING CROWDS DOWN TUNG CHANG AN CHIEH THROUGH TIEN AN MEN SQUARE TO THE GOVERNMENT GUEST-HOUSE IN WEST PEKING WHERE CHOU'S WIFE TENG YING-CHAO WAS WAITING TO GREET THEM. TRUDEAU MET WITH CHOU LATER THAT SAME DAY.

2. THE CHINESE ARRIVAL SCENARIO FOR TRUDEAU WAS WHAT WE ARE COMING TO RECOGNIZE AS STANDARD SMALL COUNTRY PROTOCOL PACKAGE, MINUTELY ORGANIZED WITH ONLY FLAPS RESULTING FROM USUAL CHINESE RELUCTANCE TO INFORM GUESTS OF PLANS. CANADIANS, IN A RATHER AGITATED STATE, TOLD USLO THAT AS OF EVENING 9 OCTOBER THEY DID NOT KNOW HOW THE CHINESE

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WERE GOING TO ORGANIZE TRUDEAU'S TRANSPORTATION -

I.E., WHO WAS GOING TO BE IN WHAT CAR, HOW MANY CARS THERE WERE GOING TO BE, ETC. AS IT TURNED OUT TRUDEAU HAD A MOTORCADE OF ABOUT 60 CARS (COMPARED WITH OVER 120 FOR POMPIDOU) BUT WITH A SUBSTANTIAL QUOTA OF RED FLAG LIMOUSINES. TRUDEAU AND CHOU WERE TOGETHER IN ONE LIMOUSINE, CHOU ON THE LEFT SIDE AND TRUDEAU ON THE RIGHT, BUT EACH WAS ONLY BRIEFLY VISIBLE TO THOSE PEOPLE STANDING ON HIS SIDE OF THE STREET. THE WELCOMING BANNERS WERE COMMONPLACE. ON THE BUILDING OPPOSITE THE PEKING HOTEL WHERE THE CHINA TRAVEL SERVICE IS LOCATED, ONE BANNER HAILED CANADIAN-CHINESE FRIENDSHIP WHILE THE OTHER CALLED ON ALL THE PEOPLE IN THE WORLD TO UNITE. THE LATTER BANNER COULD HAVE BEEN HAULED OUT FOR ANY OCCASION AND PROBABLY HAS BEEN SEVERAL TIMES. FLAGS ON TUNG CHANG AN CHIEH WENT AS FAR AS TUNG TAN, THE SAME AS FOR POMPIDOU AND NGOUABI OF CONGO BRAZZAVILLE BUT CONSIDERABLY LESS THAN FOR LE DUAN.

3. THERE WAS NOTHING SPONTANEOUS ABOUT THE CROWDS. AN HOUR OR SO BEFORE TRUDEAU'S ARRIVAL, GROUPS OF CHINESE WERE LED BY CADRES IN BLUE OUTFITS TO THE SIDEWALKS ON EITHER SIDE OF THE WELCOMING ROUTE. THERE WAS GENERALLY A RELAXED HOLIDAY ATMOSPHERE AS CHILDREN GOT OUT OF SCHOOL AND WORKERS OUT OF WORK ON A WARM PLEASANT OCTOBER AFTERNOON. LITTLE GIRLS WITH PINK HAIRRIBBONS AND COLORFUL SWEATERS WERE LINED UP IN THE FIRST ROW AND DID A FORM OF RIGHT DRESS TO STRAIGHTEN LINES. PEOPLE WERE JUGGLED AROUND TO FILL GAPS. AT A GIVEN SIGNAL, ABOUT D-MINUS 15 MINUTES, THE CROWDS WERE MOVED UP AT A LINE NEAR THE MIDDLE OF THE ROAD AND AGAIN WERE DISTRIBUTED TO FILL GAPS AND TO CONVEY MAXIMUM IMPRESSION OF DEPTH FOR THE THREE LINES OF PEOPLE (WE ESTIMATE POMPIDOU GOT A FIVE-LINE DEEP CROWD). CHILDREN SUPPLIED WITH BRIGHT COLORED SCARVES STOPPED WAVING THEM IN CADENCE AS THE LAST CAR PASSED. MOST OF THE CROWDS WERE MARCHED OFF IN GROUPS AFTER THE MOTORCADE WAS GONE. OTHERS WANDERED CASUALLY AWAY ENJOYING THE END OF THE DAY.

4. SECURITY WAS OMNIPRESENT BUT LARGELY UNOBTRUSIVE. PLA'S IN ONES AND TWOS, WITHOUT SMALL ARMS, WERE SPACED BEHIND THE CROWDS ABOUT EVERY 40 TO 50 FEET. BLUE SUITED PUBLIC SECURITY BUREAU (PSB) OFFICERS WERE ALSO PRESENT BUT SEEMED LIMITED TO LOCATIONS AT KEY INTERSECTIONS. BOTH PLA AND PSB LIMITED OFFICIAL USE

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SEEMED TO LET THE CADRES AND TRAFFIC COPS HANDLE THE CROWDS. FOREIGNERS WERE NOT PERMITTED TO BE CONSPICUOUS; ONE TRAFFIC COP RATHER RUDELY TOLD USLO EMPLOYEES NOT TO STAND IN THE FRONT ROW.
BRUCE

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